

Loss of the United States Steamer Walker.

Twenty of her Crew Drowned and Missing—Narrative of One of the Survivors.

The United States Surveying steamer Walker, on her way to New York from her Southern station, which includes the coast of Alabama, Mississippi and part of Louisiana, was run into on Thursday morning, between two and three o'clock, by a schooner, and sunk. The accident took place off Abbeville, and in view of the light—perhaps eight or nine miles distant.

The following are the

NAMES OF THE SAVED.

John J. Guthrie, Lieut. Com.	William F. Jones.
J. A. Sewell (and lady), 2d officer.	Robert Bell.
E. W. Guthrie, 4th officer.	Jos. Clark.
Jas. Hellum, Surgeon.	John Bryan.
Charles Marriott, Ass't Surg.	George Henn.
R. B. Swift, Engineer.	John Casner.
Henry Dick.	Jos. Morg.
John C. Thompson.	John Smith.
John Burton.	Jos. A. Golding.
John Walsh.	William Logan.
John McCaffrey.	John Rowe.
Charles Clifford.	Jos. Peter.
John R. Hall.	James De Courcey.
John BROWN.	William Doyes.
John Taylor.	Bernard Carrish.
William H. Mapes.	Thomas Riley.
James Harrison.	John A. Minor.
John McMillan.	Alonzo Hood.
Edward Lynch.	James Clark.
Daniel Evans.	Peter Decker.
James Wilson.	Michael Boyle.
Jefferson Cravens.	Patrick Doherty.
Andrew Young.	Michael Lyons.
	Henry Hotten.

NAMES OF THE MISSING.

Henry Reed.	Robert Wilson.
Timothy Connor.	Cornelius Grow.
Jeremiah Coffey.	Chas. Miller.
John M. Brown.	Geo. W. Johnston.
Michael M. Lee.	Sam'l Sizer.
Marquis Enevents.	Daniel Smith.
Jas. Patterson.	John Farren.
Michael Allman.	Joseph Bate.
John Driscoll.	James Farren.

George Price.

All day yesterday the most intense excitement prevailed at the Navy Yard and in the Fifth ward, Brooklyn, where a majority of the crew reside, and until the arrival of a portion of the survivors, bringing definite information, the suspense among the families and relatives of the men was distressing.

One of our reporters, during the afternoon, had an interview with one of the most intelligent among the crew, and from him gathered the following particulars:—

NARRATIVE OF CHARLES CLIFFORD, QUARTERMASTER.

At the time of the collision Lieutenant J. A. Sewall, the executive officer, was on the watch. It was about quarter-past two in the morning. We saw the schooner ahead, coming before the wind, and put the helm hard aport to clear her. The schooner was close aboard of us. The lights of both vessels were burning clear. The atmosphere was cloudy, and the wind blowing fresh from the northeast.

The schooner thereupon put her helm hard astarboard, which made a collision inevitable. She struck the steamer forward of the port guard and wheel house, cutting her down to the water's edge, and carried away her own head booms. The schooner hung for a moment, then swung alongside, and carried away the forward and quarter boats of the steamer. Getting clear of the schooner, we worked ahead, but found the Walker was sinking; cut away her mainmast, booms, and got everything movable on deck, to make a raft for the men. Everybody cool, and the officers behaving with great presence of mind, lowered both starboard boats and dropped them astern for use when the vessel went down.

By this time every soul was on deck except those who may have been killed or injured by the collision, and a sick man on board, near seventy years of age, almost helpless, had been carefully lifted out and put in one of the boats. All was orderly. The men stayed by the steamer until she was sinking, and then, without confusion, such of them as could took to the boats. Many of the crew went down with the steamer, however, clinging to the spars and portions of the wreck, and expected to be saved in that way. The captain stayed on board until the steamer went down, and just before she disappeared from sight jumped into the water, and was picked up by one of the boats.

Lieutenant Sewall was drawn down in the vortex, and, after remaining for a considerable time floating on a portion of the wreck, was also rescued by one of the boats. A heavy sea was running, and many of the men were doubtless washed off the spars and drowned from the mere exhaustion of holding on, while others were killed or stunned on rising to the surface by concussion with spars and other parts of the wreck.

The steamer had entirely sunk from sight in thirty minutes after the collision. Many of the crew were rescued by the boats, in which were about forty-four persons, and they were in turn picked up by the schooner R. G. Potter. Captain S. S. Hedson. He did nobly, keeping his vessel about the spot where the wreck went down until two o'clock in the day, and using every endeavor to render us comfortable and afford the desired assistance. Finding that it was useless to remain longer in searching for the missing, Captain Hedson stood into Cape May, where he arrived about four o'clock on Thursday afternoon.

The above account is corroborated in all particulars by that of Lieutenant Commanding J. J. Guthrie, United States Navy, with whom another of our reporters likewise had an interview at a later hour in the evening. He states, in addition to the above, that on arriving at Cape May a schooner was there with a rent in her foresail, her head spars carried away and her cut-water injured.

The name of this vessel was the Fanny, and the time of her arrival was such as to make it almost certain that she was the author of the accident. While in Cape May the officers and crew were provided with much needed refreshments and clothing by the citizens. Prominent among those who rendered assistance were Mr. West, the proprietor of Congress Hall; J. C. Little, of Our House; Captain Johnson, of the steamer Kennebec, and Captain Cannon, of the Delaware, and Messrs. T. M. Quicksell and J. W. Barton, of Philadelphia. Lieutenant Guthrie speaks in the highest terms of the conduct of the crew under the trying circumstances, and states that when the steamer went down every man was at his post, there being in the boats only three individuals and a dog.

A heavy gale was blowing at the time and a rough sea running, which caused the steamer to careen and settle much more rapidly than she otherwise would have done, as well as prevented those engaged in the work of rescue from saving all those who were enabled for a time to keep themselves above water. It is hoped that as a number of schooners were in the vicinity others may have been picked up; and, indeed, from the manoeuvres of one of them, the captain states that it is almost certain that such is the case. The survivors who came on to this city have reported themselves to the Commandant of the Navy Yard, and been paid off. All are in a destitute condition, however, officers and crew having lost everything except the clothes on their backs. In view of these circumstances, and the bravery and discipline manifested on the trying occasion, it behooves government to take some steps to recompense them for their loss.